

site. The 3 churches within the footprint of collector/distributor will be included in the Relocation Plan developed by WSDOT and the affected communities prior to acquisition of rights of way for that stage of the project. Suitable replacement structures or building sites are expected to be available near the present locations of these institutions.

### *Pedestrian and Bicycle Facilities*

A new pedestrian crossing is proposed for the Wild Horse/Hillyard area. This is to allow the more direct access currently provided by the path in the same area.

Pedestrian and bikeway paths would be maintained by providing sidewalks on overpasses or viaducts as necessary and where safety allows. Landscaping buffers and sound barriers would be provided near schools to minimize potential land use conflicts, aesthetic impacts, and freeway traffic noise.

A separate bike path on the north portion of the freeway right of way between Freya and Perry Streets will help to mitigate the effects of the freeway's encroachment into the remaining neighborhood between the freeway and Sprague Avenue. The path would also connect to Your Place Park. If this area develops a more commercial character, a bikeway would be consistent with Transportation Demand Management requirements and SRTC's Regional Pedestrian/Bikeway plan for bicycle commuting. Construction of a separate bike path along the right of way buffer zone would provide a safer and more pleasing facility for recreational and commuter bicyclists.

## ***Economic Elements***

### **Studies and Coordination**

#### *Employment*

Polk directories provided data on historical usage and current business activities; telephone interviews supplemented this employment information. The SRTC and Spokane Area Economic Development Council also provided information; Department of Commerce data supplemented information from these sources.

#### *Tax Revenues*

A land use survey categorized and inventoried properties that would be crossed by each alternative. Information on assessed valuations was obtained from the county assessor's office. Where information on assessed value was unavailable, estimates were derived by using comparable value information for adjacent or nearby comparable properties.

#### *Property Values*

A land use survey of properties along each route was conducted. The Spokane Association of Realtors provided a 12-month average property sales valuation for March 1, 1992 through March 31, 1993, by route, option, and interchange, for determining current market values. The county assessor's office, real estate brokers,

commercial property appraisers, and mobile home dealers were consulted in estimating property values.

## **Affected Environment**

### *Employment*

The major employers in the project area are building and highway construction companies; suppliers and fabricators of petroleum, cement, concrete, aluminum, steel, paper, and wood; food warehousing and distribution businesses; and motor and rail freight transportation companies. Businesses with high public visibility located along the arterials include vehicle sales and service, restaurants, and miscellaneous repair services. See Appendix E for lists of businesses and employment estimates for each alternative.

### *Tax Revenues*

The proposed alternatives cross several taxing districts, including: Spokane County; Spokane County Fire Protection Districts 1, 6, and 9; Spokane School District Number 81; Mead School District Number 354; and the city of Spokane. Tax revenues are allocated to these districts and to the state, Spokane County General Fund, Spokane County Road Fund, Spokane County Library District, and Spokane County Sewer Fund.

Estimated tax revenues for 1992 generated by property within the right of way totaled approximately \$558,000 along the Market/Greene route, and \$602,000 along the Havana route. Tax revenues generated for 1992 within the right of way along the North Option totaled approximately \$86,000 when extended from Market/Greene, and \$102,000 when extended from the Havana route. Tax revenues generated for 1992 within the right of way along the South Option totaled approximately \$83,000 when extended from Market/Greene, and \$72,000 when extended from Havana. Estimated tax revenues generated along the I-90 C/D totaled approximately \$141,000.

### *Property Values*

The proposed alternatives cross properties with a variety of assessed and market valuations and uses, ranging from industrial to residential. See Appendix F for values of displaced properties along each route. Although the 1993 market values for commercial and industrial properties are expected to be somewhat higher than assessed valuations, there is no generally accepted percentage applied to the variation. An analysis of a report comparing assessed valuations and sales prices for properties sold between January 1992 and May 1993 (Columbia Valuation Group, 1993) indicates that sales or market values average approximately 25 percent higher than assessed values. The appendix tables reflect an Estimated Market Value based on a 25 percent markup. While they may not exactly indicate the cost of specific properties if acquired for right of way, the values can be used to compare the relative impacts of the route alternatives.

## Impacts

(For discussion of construction activity impacts see the Construction Activity Impacts section of this EIS.)

### Employment

Both the Market/Greene and Havana routes cross the Sprague Avenue commercial corridor. Although the Market/Greene route would displace several small businesses involved in trade and services, the project would not create a major disruption to the business corridor. The affected businesses are typical of Sprague Avenue and other major commercial strips in the city and county, and do not represent a concentration of a specific type of business. Uses are strongly oriented to repair services; financial, insurance, and real estate services; and sales of used automobiles, recreational vehicles, and mobile homes.

There are several petroleum distributors along Greene and Ralph Streets, and three of these would be impacted by the Market/Greene route. Of three food products distribution businesses in the immediate vicinity of the Market/Greene route, two would be displaced.

Six to eight auto repair or service businesses would be displaced in the Market/Greene segment between Euclid and Garland Avenues in the Hillyard area.

The Market/Greene route would cross and disrupt the western end of the Koch Materials property, including a rail spur, and would likely result in the relocation of the business.

The Havana route displaces two auto wrecking yards, and, if combined with the North Option, would displace an additional six auto salvage businesses. **Table 4-34** shows the number of businesses and employees affected by each alternative and option.

Alternative With Option	Approximate Number of Businesses	Approximate Number of Employees (rounded)
Market Greene with South Option	68	1020
Market Greene with North Option	65	810
Havana with South Option	96	1360
Havana with North Option	89	1110
Collector/Distributor and Interchange at I-90	50	410

### Number of Businesses and Employees Affected

**Table 4-34**

Some businesses displaced by the project may not reopen at new locations. Some owners may choose to quit, other businesses may not survive the construction period or relocation. Some uses that require large sites and specific infrastructure such as rail, may not find suitable alternative sites. Businesses such as auto salvage yards may have difficulty in finding sites due to lack of available zoned land, or neighborhood opposition.

Employees working for businesses that fail, or that do not reestablish, would lose their jobs. Successful reestablishment could also result in labor reductions if the business is not as prosperous, or scales back for other reasons. On the other hand, relocation could provide the opportunity for expansion and increased employment.

Businesses relocating out of the neighborhood in which employees reside could also force a change in employment or create a hardship.

Overall development of a North Spokane freeway is not expected to have a significant impact on population or employment growth patterns presently established in city and county land use guidelines.

### *Tax Revenues*

Land required for right of way would displace some businesses and residences, resulting in a net loss of taxable land. This would be offset by the shift of displaced businesses and residences to other sites within the metropolitan area. No large retail areas, which are major generators of tax revenue, would be displaced or disrupted.

Although the project improves access and mobility between proposed or existing developed areas, it is not expected that the project will affect the growth rate. Improved access to commercial and industrial properties, such as Kaiser and BPA, could bring about an increase in their value and in surrounding land values. Changes in business activity would take place mainly around the interchange locations. This could result in a transition to freeway commercial land use and zoning.

Evidence suggests that residential values of properties left next to the freeway would decline, depending on noise, air quality, and aesthetic factors.

### *Property Values*

See Chapter 2, **Tables** 2-16 through 2-19, for the estimated total projected right of way cost for the “build” alternatives.

The physical barrier created by construction may affect future development and land values. The area along the Havana route between Wellesley Avenue and Lincoln Road is adjacent to the east side of an industrial area and consists of single-family houses on acreage parcels, intermingled commercial/light industrial uses, and vacant land. The same characteristics apply to the area within the Market/Greene route between Francis Avenue and Lincoln Road, with industrial/commercial uses along the west side of Freya Street and single-family houses on acreage parcels east of Freya. The project would reinforce the division between the industrial and residential areas.

Interchanges at Wellesley and Francis Avenues would increase accessibility. Coupled with water and sewer service, this would increase the desirability of the land north and east of Hillyard for both residential and commercial development. The hillside areas with views of the city may receive pressure for development, as could areas atop the bluff and beyond. Property values would be likely to increase.

~~Properties adjacent to the freeway may experience adverse impacts. Properties on the west side that are zoned for industrial use may benefit from increased access and an increase in potential for industrial development. Properties on the east side, however, would lie between the hillside and the freeway, and the desirability of these properties for a semi-rural lifestyle would diminish. Depending on mitigation for noise and aesthetics, the ability to develop these areas at higher densities may enhance land values.~~

The same factors would influence property values in the area between US 2 and US 395, where the land is already zoned for urban density single-family use. Currently, the land is developed at low density and has large undeveloped and unplatted tracts. The most critical factor for development at allowed density would be availability of municipal sewer. Future limitations to septic tank drain fields will affect residential densities and land values.

The project is not expected to directly affect the value of commercial properties along Sprague Avenue. Accessibility to Sprague Avenue would not change substantially.

The project is also not expected to adversely affect the industrial corridors along Freya Street and Havana Street.

The Trent Avenue business corridor, which is not dependent on the casual drive-by customer, would not be substantially affected. These businesses are primarily related to industrial, heavy equipment, wholesale, or repair services. An interchange at Trent Avenue would improve area-wide access and may enhance property values. In the long term, a Trent Avenue interchange may attract highway commercial uses and result in increased land values for adjacent property. Interchanges at Wellesley and Francis Avenues, however, are better positioned for such uses.

Aside from short-term construction impacts to businesses along the Market/Greene route, impacts to the industrial areas served by the Freya, Havana, Sprague, Broadway, Trent, and BNRR and UPRR rail corridors are expected to be insignificant. Although a Trent Avenue interchange would add a new point at which to enter or exit the freeway, the Broadway and Freya interchanges with I-90 would remain major access points.

A Market/Greene route interchange at Wellesley Avenue and at Francis Avenue would result in substantial improvements in access between the Hillyard business district and the north suburban area, Spokane Valley, the central city, and the southeast and southwest suburban area. Improved access could increase business activity and property values in the business district. Presently, the district is developing a concentration of antique, collectibles, and second hand dealers. The district also has a relatively good fabric of historic or architecturally significant commercial buildings. Removal of through traffic and trucks could contribute to the enhancement of the district for shoppers. Should this result in increased rents and property values, existing businesses that lease space could be adversely affected. The increased business from the improved accessibility should compensate for some of this effect.

The Market/Greene interchanges at Francis and at Wellesley may also become desirable locations for highway commercial uses that may replace some existing uses, or allow them to expand. Since Wellesley Avenue is the primary east-west arterial serving the Northtown Shopping Center, the interchange at Wellesley would likely become a major regional access to the center, as well as to the Hillyard business district. In the long term, land values of properties fronting Market Street and Wellesley Avenue in the interchange area may increase.

The Wellesley and Francis interchanges with Havana are not expected to have the same potential for immediate benefit to the Hillyard business district as would the Market/Greene alternative. The interchange footprints for Market/Greene would bring travelers into direct visual contact with the business district, which may result in impulse stops.

Industrial lands surrounding Kaiser Aluminum and Chemical Corporation (Mead Plant) and the BPA property may also benefit from improved accessibility. However, these properties include large tracts of land, and neither owner has expressed a desire to develop the property for other industrial uses. This excludes a non-project rezone that Kaiser completed in 1978 for 130 hectares (320 acres). BPA has sold some industrially zoned property on the north side of Hawthorne Road, but the property has not yet been developed.

The interchanges at US 2 and US 395 would probably be under pressure for changes in county comprehensive plan and zoning designations to allow commercial use. With the South Option, the area on the east side of US 2 is zoned for regional business and light industrial. It is also in proximity to the Northpointe commercial center, a developing major retail, office, and medical center. The extension of business, office, and medical activity to the interchange is a logical progression.

Activity created by development on the east side of US 2 is likely to spill across the road into the urban density residential zone. While this would not change patterns of business activity, it would extend existing patterns. Should this be allowed to occur, it is expected that property values would increase. The area along the south side of US 2, particularly near Northpointe Plaza, is experiencing significant speculative pressure and is expected to build out regardless of the proposed project.

The North Option interchanges at US 2 and US 395 are also expected to add pressure for comprehensive plan and zoning changes to allow commercial uses. There may also be pressure at the US 2 intersection for a zone change to commercial. Timing and extent of commercial development would be influenced by activity surrounding the Northpointe and North Division Y area. In all cases where visible and accessible parcels are created around the interchange, values are expected to increase.

Over the long term, the project is not expected to have a significant impact on overall property values along the route. The increase in value resulting from the general economy and construction of the project would offset any potential initial decrease of property values.

## **Mitigation**

### *Employment*

Although no mitigation is required for employment *per se* by WSDOT there are reasons for optimism for changes in employment in Spokane that influence and help mitigate displaced and disrupted businesses. Employment levels will be directly affected by the business relocations (see Appendix E for businesses projected for displacement and disruption; see Relocation Mitigation for the description available relocation sites). There are currently (1996) several businesses and manufacturing companies that have announced expansion or relocation into the Greater Spokane area thereby creating many new employment opportunities. There are 2 large business parks in the Spokane Valley that have recently announced development and expansion. One is the Sullivan Park Center, a 91.5 hectare (226 acre) mixed use development. Crown West, a development company, has recently announced build-to-suit construction proposals involving over 19000 square meters (200,000 square feet) of floor space at the Spokane Business Park.

Long-term impacts to the business community should be positive and mitigative. Employment opportunity for many displaced employees is likely to occur within the vicinity of their current employment. This is because the inconvenience of construction is only temporary and because (historically) a high percentage of the money spent acquiring property by WSDOT is reinvested in the community(ies).

Assistance is available to those who may need to find new employment from both the public and private sector. The Washington State Employment Security Department has a center in Spokane that provides a mutual service to employers and those seeking employment. The private sector offers many more employment personnel services including opportunities for temporary employment.

### *Tax Revenues*

No mitigation is required.

### *Property Values*

Property purchased for right of way that is residual or excess would be sold in order to return it to productive use. Particularly within industrial and commercial areas, residual properties of adequate size could continue to support productive business uses.

Manufactured housing units would be removed and relocated. Other residential units would be evaluated for possible relocation rather than demolition, to help preserve available housing, particularly low-income housing.

## **Relocation**

### **Studies and Coordination**

A land use survey identified specific business, public, and residential properties that would be displaced. The following sources were consulted: 1990 U.S. Census data;

Spokane Association of Realtors residential sales reports; city of Spokane Community Development Department and Northwest Regional Facilitators; Spokane Housing Authority; Spokane Low-Income Housing Consortium; Department of Housing and Urban Development; and neighborhood plans for Hillyard, Chief Spokane, Garry, and East Central Neighborhoods.

The Spokane Transit Authority identified transit-dependent residents. The Northeast Community Center in Hillyard and the East Central Community Center were contacted to identify issues and areas of concern. (Both centers coordinate with various social service agencies to provide human services in their respective neighborhoods.) Meals on Wheels provided information on areas where meals are delivered.

As noted in Chapter 5, “Public and Agency Coordination,” WSDOT, has involved those communities that would be affected by construction of the NSF on an ongoing basis. WSDOT has met with steering committees, rotary clubs and other organizations during the time that the draft EIS and this final EIS were being prepared. Several open houses and meetings with neighborhood groups, where the general public was invited through use of flyers and newspaper ads, have also been held. Project impact area neighborhoods have been represented by development of a citizen’s advisory committee. To date, there has not been any request for special consideration for the elderly, disabled, those of low-income, single heads of household or any such group.

The land use survey provided information on land use by residential size and type, and any unusual features, such as wheel chair ramps; business names and types; and public facilities. Properties directly impacted and properties otherwise influenced by the project were identified. Properties categorized as displaced are those crossed or within the right of way footprint as depicted on WSDOT aerial photographs with preliminary roadway designs identified. The photo mapping used for this report is from 1991-92 aerial flights. Actual numbers of impacted properties/buildings could vary, depending on development since the mapping.

Census data from 1990, and other community information, were analyzed to characterize the neighborhoods through which the routes would pass and compare them to the city. Housing, population, age, family, race, ownership, and income information is available by census tract and block group. In some cases, other community sources were consulted to determine if these relationships are valid. The city of Spokane Department of Community Development has provided US Census data that is specific to the Community Development Neighborhoods (CDNs) that are crossed by the build alternatives. Specific data for CDNs is presented in some instances in lieu of census tract and block-group data to correlate with projects on various affected populations within a neighborhood. This is of particular importance in estimating low-income and minority populations.



## Affected Environment

The Market/Greene and Havana routes cross three city of Spokane Community Development Neighborhoods: East Central, Chief Garry Park, and Hillyard. Residential populations are affected in the East Central and Hillyard Neighborhoods. Both routes cross industrial areas and public facilities, such as Spokane Community College, Minnehaha Park, and Esmeralda Golf Course. The North and South Options cross predominantly undeveloped industrial areas, with residential neighborhoods in the northern portions.

### *Market/Greene Alternative (Preferred Alternative)*

Median housing values along the entire Market/Greene route for 1990 were below the city median of \$51,100. Median incomes along this route vary from a low of \$15,208 south of Euclid Avenue on the west side of Greene Street, to \$24,773 on the east side of Greene Street just north of the Spokane River. The highest percentages of individuals living at or below the poverty level are in the interchange area in the East Central Neighborhood, at 39.9 percent, and within the Hillyard Neighborhood, at 27.3 percent. The East Central Neighborhood (census tract 28) also has the highest percentage of total minority populations. (See ~~Figure 3-3 for census tracts.~~)

The I-90 interchange footprint ~~includes~~ will avoid the parking lot of the closed Libby Center Middle School at Haven Street and Pacific Avenue. The interchange ramp crosses the southeast corner of the school grounds. There are 110 single family houses, three duplexes, two four-plexes, the Tapio office complex (a restaurant and 23 businesses in four buildings), and a gas station/convenience store within the interchange area.

From First Avenue to Mission Avenue, the route crosses a commercial and industrial area. The Trent/Mission interchange area is within census tract 28. This area is mainly commercial and industrial with a few houses, of which 67.6 percent are single-family. The 1990 median value was well below the city median, as was median rent. The median income was only slightly less than the city average. Compared to city figures, the percentages of minority populations were high.

At Spokane Community College (SCC) campus, the route crosses the site of a former Spokane fire station (now owned by SCC), a major parking lot, the main “clock tower” entrance to the campus, and an administration building. There is a Spokane Transit Authority (STA) transit shelter and loading area at the east end of the main entry complex.

The Hillyard Neighborhood is predominantly single-family and extends north of the Spokane River to Garland Avenue. There are approximately 29 single-family homes, and one duplex, within the corridor. The area east of Greene Street is census tract 17 and the area west of Greene Street is census tract 18. The area is residential from the Spokane River to Grace Avenue, then predominantly light industrial,

retail, and service along Market Street. There is vacant industrial land between Garland and Rich Avenues.

According to the 1990 census, home values in the Hillyard Neighborhood were lower than the city median. With few exceptions, the value of houses within the route footprint is below the norm for the neighborhood and census tract. These houses, particularly north of Cleveland, are separated from the neighborhood proper by the Burlington Northern Railroad (BNRR) line. With the rail line on the east and the businesses along Market Street on the west, the houses are bracketed by non-residential uses.

Median incomes in the Hillyard neighborhood for 1990 are comparable to the city median; however, percentages of people living at or below the poverty level were higher than for the city as a whole. Minority group percentages were slightly lower or equal to city figures, except in the area to the east of Greene Street and north of Marietta Avenue (census tract 17), where they are higher. The largest minority groups were American Indians, Asians, and Hispanics.

Farther north and to the east of Market Street, census tract 1 extends from Rich Avenue to Francis Avenue. A business, an asphalt materials storage and sales plant, and the dross pit from a former aluminum recycling plant are between Rich and Wellesley Avenues.

Between Wellesley Avenue and Lincoln Road, the route crosses vacant industrial land that was formerly used for railroad repair yards. An interchange would be located at Francis Avenue, overlying a food distribution/warehouse building. There are two new food processing plants southwest of the interchange.

From Francis Avenue to Lincoln Road, west of the route, are former rail yards and shops. There is an oil tank farm along the east side of Freya Street, between Francis and Lyons Avenues. Single-family homes, including mobile homes on one-acre lots, extend north to Lincoln Road. The route crosses from the former rail yards across Freya Street to the residential area at about Weile Avenue. There are approximately 25 single-family homes and mobile homes within the route footprint.

#### *Market/Greene — South Option*

This option begins at Lincoln Road and crosses vacant land, an office building with four businesses, the WWP right of way, pasture land, three single-family houses, one manufactured home, a landscaping company materials stockpile yard and sand pit, and the BNRR line. There are two businesses along the west side of Market Street within the route footprint. The route then crosses a BNRR rail spur and undeveloped lands.

Between US 2 and US 395 (census tract 105.01) the route crosses a landscaping business, nine single-family houses in two neighborhoods, a private golf course, and two houses on larger lots.

Housing in this area is predominantly newer and higher priced than that in the routes through the city and adjacent county area. Housing is 98.4 percent single-family homes, much higher than the county figure of 69.4 percent. The median value (\$81,600) and monthly rent (\$533) are significantly higher than for the county as a whole. The total minority population, at 4.9 percent, was well below the county percentage.

After crossing US 395, the route crosses a Washington State Department of Transportation (WSDOT) field office and maintenance yard at the southwest quadrant of the US 395/Hastings Road intersection. The **Crossover** Baptist Church is within the route footprint in the northwest quadrant, and Wandermere Mall is adjacent to the northeast quadrant.

#### *Market/Greene (Preferred Alternative) — North Option*

This route begins at Lincoln Road, crossing a vacant field, one building with four businesses, the WWP right of way, and one house. North of Gerlach Road, the route crosses two houses and hillside pasture.

Before crossing Market Street, the route crosses a complex of four auto salvage and repair businesses and the BNRR right of way. At the northwest corner of Hawthorne Road and Market Street, the route crosses a landscaping materials yard; beyond are two auto salvage yards and a construction company. Northwest of Parksmith Road and a BNRR spur, the route crosses sand/gravel pits and vacant industrial land.

Land within the US 2 interchange footprint is vacant between US 2 and Pittsburg Street and southeast of US 2 and Farwell Road. The area in the interchange footprint at the northwest quadrant of Farwell Road/US 2 includes one business and seven single-family houses. The interchange would not overlie any houses in the northeast quadrant. There are single-family houses west of Pittsburg Street, on acreage parcels in a semi-rural setting. The route crosses approximately 15 houses that front along Pittsburg Street and Farwell Road. After crossing one more single-family property, the route passes through undeveloped land to US 395.

The area south of Farwell Road is in census tracts 105.01 and 105.98. Residences in this area are predominantly single-family newer homes, 90 percent owner occupied, with high median homes values (\$67,000 and \$77,000) and median monthly rents (\$400 and \$517). The median annual household income in this area for 1990 ranged from \$40,000 to \$46,136, well above the county median. However, those living below the poverty level ranged from 1.9 to 10.7 percent. Minority populations were relatively small compared to county percentages.

#### *Havana Alternative*

Median home values along this route for 1990 were below the city median, with the lowest being in the area between Garland and Francis Avenues and the highest being just north of the Spokane River. Median incomes were lowest (\$15,927) in

the area from Garland Avenue to Francis Avenue, and there was a high (30.3) percentage of people living below the poverty level. Total minority populations in the East Central neighborhood were higher than for the city as a whole; however, minority populations along the rest of the route did not vary substantially from city percentages.

From the I-90 interchange to Main Avenue, this route is identical to Market/Greene, passing through the East Central Neighborhood described above. The route then crosses through an industrial area to the Spokane River. At Main Avenue, it begins shifting east toward Havana Street. There are approximately 24 businesses within the route footprint between Main Avenue and the BNRR main line. North of the BNRR are commercial and light industrial uses. The Faith Community Church on Mission Avenue is also within the route footprint.

On the north side of Upriver Drive, north of the Spokane River, the route crosses an open field that is being developed with single-family houses. Approximately nine of these houses would be in the route footprint. The Minnehaha single-family neighborhood is north of this field. Along the west side of Havana Street, 64 houses are within the route footprint. The route passes adjacent to the WWP Beacon substation, and crosses pasture and grazing land and two single-family houses north of the substation.

The neighborhood on the west side of Havana Street is within census tract 17, extending from the Spokane River north to Garland Avenue. The characteristics of this area are discussed under the Market/Greene Alternative, above.

North of Grace Avenue, the median housing value is lower than the city figure of \$51,500; however, the median rent of \$326 is higher than the city figure of \$244. The 1990 median household income level of \$27,400 is about \$5,000 higher than the city median. The percentage (3.1) of individuals living below the poverty level is far below that of the city as a whole (17.3 percent). The percentage (6.7) of minority populations is also somewhat lower than the percentage of minorities in the city (8.1 percent).

North of Esmeralda Golf Course, the route enters the northeastern portion of the Hillyard Neighborhood. The route crosses 13 single-family houses, 14 manufactured houses, and three businesses in the area between the golf course and Wellesley Avenue. Within the Wellesley interchange footprint north of Wellesley, there are three businesses and the southeast corner of a manufactured home park (68 spaces, of which two are within the right of way). The land between Queen and Nebraska Avenues is vacant (zoned industrial). The route then crosses one business, four single-family houses, one manufactured home, vacant lots, two businesses and storage yards, and one construction storage yard. North of Central Avenue are a used tire storage yard, one single-family house, and an auto salvage yard.

In 1990, census tract 1 within the Hillyard Neighborhood had a higher share of low-income housing, minority populations, and people living below the poverty line than did the city as a whole. Total percentage of the four minority groups was slightly higher than for the city as a whole.

Past Francis Avenue, the route crosses fallow farmland, the Spokane Humane Society building, a carnival equipment storage yard, and vacant farmland to Weile Road. There is an auto salvage yard within the footprint on the north side of Weile Road. From there to Lincoln Road is farmland, acreage tracts (zoned semi-rural), and occasional houses. Five houses are within the right of way footprint.

North of Francis Avenue to Lincoln Road, the route is within census tract 112.02. Because the population density is low and the number of housing units impacted is few, generalizations from census tract data may or may not be relevant to the specific houses. Generally, tract 112.01 has a lower percentage of minorities than the metropolitan area as a whole, and higher income levels and housing values.

#### *Havana — South Option*

The Havana extension crosses three single family houses in a semi-rural zone and the Washington Water Power (WWP) power line right of way, which it parallels from approximately Freya Street to US 2. The route crosses undeveloped land (zoned industrial), a BNR rail line, and Market Street, then a rail spur and several major Bonneville Power Administration (BPA) and WWP power transmission lines from the BPA Bell Substation. Beyond Hawthorne Road and US 2, the route crosses the southwest corner of Travis Pattern and Foundry, a U.S. Border Patrol station, two businesses, the site of a ~~proposed~~ convenience center/gas station complex, and two single-family houses.

Between US 2 and US 395, the route is the same as the Market/Greene Alternative.

#### *Havana — North Option*

This route crosses three single-family houses in a semi-rural zone, the WWP right of way, and a house and barn before merging with the Market/Greene route at about Gerlach Road.

#### *I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)*

On the south side of the freeway, the route passes near Liberty Park. East of the park, it crosses the predominantly single-family East Central Neighborhood in census tract 30, to Thor Street. There are 78 single-family houses, five duplexes, one tri-plex, one four-plex, and an eight-unit apartment building in the footprint, as well as the US West Keystone Exchange central office and a convenience grocery store. Between Thor and Havana Streets, within census tract 29, the route crosses a gas station/convenience store, 63 single-family houses, and a church. East of Havana Street, in census tract 123, the route passes through a predominantly single-family neighborhood. It crosses 20 single-family houses, six manufactured homes, a vacant real estate office, a car repair business, a day care center, and a church.

The East Central Neighborhood (which includes the area from Perry Street to Regal Street on the north side of I-90, and from just east of Liberty Park to Thor Street on the south) encompasses census tracts with the lowest median home

values and median incomes, the most people living below the poverty level, and highest percentages of minorities of all census tracts along the entire route. The CDN data for this neighborhood shows a total minority population of 19.8% (see Table 4-26). The median income for the neighborhood was \$16,446 in 1989 and the mean income was \$22,304 for the same year.

The area on the south side of the freeway, just east of Thor Street, has the highest median home value, at \$51,000. The highest median income, at \$28,182, is in the neighborhood south of the freeway just west of Havana Street. The area with the most people living below the poverty level, at 54.4 percent (compared to 17.3 percent for the city), is south of the freeway between Regal and Thor Street. There is a very high percentage of total minority populations.

The area from Perry Street to Thor Street, south of I-90 (census tract 30), is also in the East Central Neighborhood. Median home values are lower than for the city as a whole; however, median monthly rents are close to the city median. Median household incomes are among the lowest of those affected by the various route options, ranging from \$11,601 to \$15,592. Percentages of people living below the poverty level ranged from 29.1 to 54.4 (block-group data).

The largest concentrations of minority populations are between Perry and Regal Streets, averaging 21 percent Black and 7.2 percent American Indian. This is extremely high in comparison to city figures of 1.9 percent Black and 2.0 percent American Indian.

Median values of homes in census tract 29, from Thor Street to Havana Street, are much higher than for the remainder of the route, ranging from \$42,500 to \$51,000. Median rents were higher than the city median. Median household incomes for 1990 were slightly above the city median of \$22,192. The percentages of people living at or below the poverty level ranged from 4.9 to 14.6.

## Impacts

(For discussion of construction activity impacts, see the Construction Activity Impacts section of this EIS.)

Discussions with city, county and regional governmental agencies, the business community, and other economic barometers have disclosed no federal actions which could conceivably have an adverse effect on ethnic or minority populations. There are no other projects under way or proposed in the area which would adversely limit employment or housing opportunities for minority or ethnic groups.

Tables S-6 and S-7, found in the Summary, depict the approximate displacements of the build alternatives still under consideration. The C/D and NSF I/C at I-90 displacements have been combined, allowing for a definitive comparison between the build alternatives that have these features and need for mitigation in common. This table also isolates these same displacements by neighborhoods. (See Resident Characteristics for an estimate of these displacements by race and income).

### Residential

The Market/Greene route, including the NSF Interchange at I-90, would displace approximately 180 to 200 dwellings. Most are single family units, but the number includes 13 manufactured homes, five duplexes, two four-plexes, and an eight unit apartment building. Displacements for the I-90 interchange include approximately 110 single-family houses and two four-plexes. The displacements caused by this project are tabulated in the Summary Tables S-6 and S-7.

The Havana route would displace approximately 213 to 230 housing units, including 15 manufactured homes, three duplexes, and two four-plexes. Displacements for the I-90 interchange area are the same as for the Market/Greene alternative.

The South Option would displace approximately 15 to 20 dwellings, including one or two manufactured homes which would displace about 45 to 60 people. The North Option would displace approximately 28 to 31 single-family houses and one mobile home; displacing 85 to 95 people.

The I-90 C/D would displace approximately 180 to 190 housing units, including six manufactured homes, eight duplexes, one tri-plex, one four-plex, and an eight unit apartment building along the south side of I-90; and 120 to 125 dwellings, including six manufactured homes and four duplexes, along the north side of I-90. At about 2.5 people per housing unit this will displace approximately 475 people on the north side of I-90 and 310 people on the south side of I-90.

Table 4-35 categorizes the single family displacements by number of bedrooms, a main criterion in determining replacement housing, for the collector/distributor and NSF Interchange with I-90. This data was limited to the East Central Neighborhood because the majority of the families displaced by the NSF live along the I-90 corridor of which most are within this neighborhood.

EAST CENTRAL COMMUNITY							
No. of Bedrooms	1	2	3	4	5	6	
No. of Families Displaced	28	185	69	27	1	1	
Data was unavailable for over 40 homes, all numbers categorized are approximate.							
There are approximately 327 single-family and 47 multi-family housing units required by construction of the C/D and NSF I/C at I-90 that are within this neighborhood. Data supplied by the city of Spokane through their Department of Community Development shows 54% owner occupied and 46% renter occupied housing units. It is very likely that these displaced homes reflect these percentages.							

**Number of East Central Families to Relocate and Estimate of Future Replacement Housing Need**  
**Table 4-35**

## Occupancy Type

No residential survey has yet been conducted. It is assumed that those residing in duplexes and apartments are renters, and that for single-family houses the percentage of owner-occupants is predictable from census tract data. For the I-90 interchange area and I-90 C/D within census tracts 28 (north of I-90) and 30 (south side of I-90), ownership is at approximately 52 percent, which is lower than for the city as a whole (57.2 percent).

West of the interchange, in census tract 27, ownership is 39.3 percent. Ownership percentages near the I-90 C/D in the Havana area are influenced by apartment complexes, but the area within the route footprint includes single-family homes that appear to have a significantly higher ownership than indicated by the data for census tract 123. Census tract 29, south of the freeway from Thor Street to the city limits, indicates an ownership percentage of approximately 79 percent, which is believed to be indicative of the actual single-family ownership in this immediate area.

## Resident Characteristics

The percentage of elderly residents along both routes is generally representative of the city as a whole in the East Central Neighborhood north of I-90, and lower than the city as a whole in the area south of I-90. The percentage of elderly residents is much lower than the city as a whole in the Hillyard area (census tract 17). The project is not expected to dislocate any large housing facilities for the elderly. Elderly residents living in other housing, such as single-family and multi-family units, and potential impacts on them, will be identified at project initiation. **There is however, no evidence of disproportionate impacts to this group.**

Census information for physically disabled individuals is limited to those aged 16 and over who have a work disability, or mobility and/or self-care limitation, of six months standing or longer. According to agencies that work with the disabled, complete lists of disabled individuals are not available. Disabled individuals within the project area, and potential impacts on them, will be identified prior to property acquisition. **The disabled are not disproportionately impacted by this project.**

Transit-dependent individuals can be classified into two categories: those who are physically able to operate an automobile but do not have their own means of transportation, and those who are unable to operate an automobile because of a physical disability. Identification of individuals who fall into the first category and who may be displaced will occur at project initiation, through survey or interviews.

The Spokane Transit Authority (STA) offers paratransit services to individuals who fall into the second category and qualify for the service. Under the Americans with Disabilities Act (ADA), STA accepts applicants based on their disability and their functional ability to use fixed route (regular bus) service. Also in accordance with the ADA, STA routes paratransit service three-quarters of a mile on either side of a fixed route. There are approximately 12,000 registered users, but no numbers are



available on actual users in the project study area. Physically disabled individuals also have access to fixed routes using vehicles equipped with lift equipment.

Income levels in the East Central Neighborhood are lower than the city median of \$22,192. All the tracts along the I-90 corridor have income levels below the city average, except in the area south of I-90 between Thor and Havana Streets, which has a median income of \$30,040. The area north of I-90 west of Crestline (census tract 29) has the lowest median income along the C/D route.

Census tract 123, east of Havana Street in the county, had median incomes of \$10,530 north of I-90, and \$20,233 south of I-90.

Income levels in the area north of the Spokane River covered by both routes are close to or higher than the city median income.

The South and North Options cross the north Spokane suburban area outside the Spokane city limits. Households here are generally middle to upper-middle income.

Housing values in the Spokane area have risen an average of 40 to 42 percent since 1990. Because of the present housing market of high demand, low vacancy rates, and rapidly rising prices, the number of units with lower values and rent make up a small and shrinking portion of total housing.

~~The project would displace a large segment of those low income housing units that are increasingly irreplaceable, given today's new construction costs. Dislocated individuals who own lower value homes or pay lower rent would have fewer options in replacement housing.~~

The percentage of minorities along both the Market/Greene and Havana routes north of the Spokane River in the Hillyard Neighborhood is close to the citywide figure. The neighborhoods crossed by the North and South Options have lower minority populations than citywide figures.

Along the I-90 C/D route in the interchange area, the percentage of minorities is much higher than the citywide percentage. The Black population percentage south of I-90 in census tract 30 is especially high (14.8) in comparison to the citywide percentage (1.9). Census tract 29, in the Havana area south of the freeway, also has a higher percentage of minorities than does the city, with the exception of the American Indian population. North of the freeway, west of the interchange, minority percentages are also much higher than citywide percentages, with Black and American Indian populations being especially high at 10.8 and 6.5 percent, respectively. In census tract 28, which includes the interchange area, all minority percentages, except Asian, are higher than for the city. Census tract 123, on both sides of the freeway, has a lower percentage of minorities of all categories than does the city.

### *Businesses, Farms, and Non-Profit Organizations*

See **Table 4-34** in the Economic Elements section of this chapter for a list of the number of businesses affected and employment estimates for each alternative.

### **Market/Greene Alternative (Preferred Alternative)**

This alternative displaces 95 businesses, 45 of which are within the area of the I-90 interchange. Approximately 900 to 970 full-time employees and 50 to 60 part-time employees would be displaced.

The route crosses the western edge of the SCC campus and would disrupt and possibly displace the main entrance, the western edge of the parking area, an STA transit loading area, and all or a portion of the administration building. It would also displace the former Spokane Fire Station No. 8, now owned and used by the college.

#### **Market/Greene — South Option**

This route displaces a single building with four businesses before crossing the WWP right of way, then crosses the northeast corner of a yard with buildings for landscaping materials and a welding shop. These buildings would be displaced; however, the businesses may be able to relocate on the remainder of their present sites. Two businesses on the west side of Market Street would be displaced. After crossing several electrical, gas, and rail lines, and vacant industrially-zoned land, the route crosses Hawthorne Road. Between here and US 2, it crosses the southwest corner of the Travis Pattern and Foundry site; however, the business is not expected to be displaced. The route does displace a vacant site ~~proposed~~ for commercial development, the U.S. Border Patrol station, and two service businesses.

Between US 2 and US 395, the route displaces a landscaping business and Pine Acres, a privately-owned golf course. On the west side of US 395, it displaces a WSDOT maintenance facility and the ~~Northgate~~ **Crossover** Baptist Church.

The Market/Greene South Option displaces approximately 90 full-time employees and would disrupt 250 that work at Travis Pattern Foundry.

#### **Market/Greene (Preferred Alternative) — North Option**

This route displaces a single office building with three businesses before crossing WWP right of way. On the east side of Market Street, the route displaces a complex of four auto salvage and repair businesses. At the northwest corner of Hawthorne Road and Market Street, the route crosses through and displaces a landscaping materials yard. An auto salvage yard and a construction company storage yard would also be displaced. The US 2 interchange disrupts one business.

The Market/Greene North Option displaces approximately 180 full-time employees.

### **Havana Alternative**

The Havana route displaces a total of **78** businesses between Main Street and the North or South Option Connections. Approximately **970** employees would be displaced.

A bridge would divide Minnehaha Park into segments. Tennis courts and a historic building would be removed, and the link to the natural area to the east would be severed. The eastern portion of Esmeralda Golf Course would be displaced, which may result in the course being reduced to nine holes.

Between Francis and Weile Avenues, the Spokane Humane Society would be displaced. Twenty-five acres of farmland would be lost, and the remaining farmland to the west of these 10 hectares (25 acres) would be isolated. (These lands are zoned for industrial and residential uses.)

### **Havana — South Option**

The extension from Havana Street crosses the center portion of a yard with buildings for landscaping materials and a welding shop. Beyond this site, the route enters undeveloped industrial land, then joins the same alignment as the Market/Greene alternative.

The Havana South Option displaces approximately 140 full-time employees and will disrupt about 250 others at the Travis Pattern Foundry.

### **Havana — North Option**

The extension from Havana Street to where this option joins the same alignment as the Market/Greene North Option displaces no businesses. From the point where the two alignments join, impacts are identical to those for the Market/Greene North Option.

The Havana North Option displaces approximately 140 full-time employees.

### **I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

Along the south side of I-90, the route displaces five businesses. The roadway edge crosses the front yard area of the US West Keystone Exchange communications facility, but avoids the building. Costs to relocate this facility would be approximately \$30 to \$40 million. On the north side of I-90, a home builder's sales office and three professional service offices reported as displacements in the DEIS were relocated under the WSDOT Sprague Avenue Interchange project. The route would displace part of Your Place Park, ~~potentially place a pier within the Libby Middle School parking lot~~, displace three churches, and the Joy Bell Schoolhouse Christian daycare.

The I-90 C/D, including the interchange for the NSF with I-90, displaces or disrupts approximately 410 full-time employees.

### **Minority and Low-Income Impacts**

These displacements are a portion of those discussed previously. They are not considered environmental justice impacts but are identified to specifically satisfy Executive Order 12898 guidelines on Environmental Justice. This discussion is limited to the Community Development Neighborhoods where there is a need for residential property by WSDOT. East Central Neighborhood impacts resulting from need for property acquisition to build the collector/distributor and NSF interchange with Interstate 90 result in about 374 household impacts. This

displaces approximately 930 East Central residents. Census data for the neighborhood indicates that the ECN has a total minority population of about 1 in 5 households. SRTC performed a block-data analysis for WSDOT that indicates a slightly higher (24.7%) total minority population within the impacted area of the East Central Neighborhood (see Table 4-26 under Community Cohesion Affected Environment). The estimated displaced minorities from the ECN totals about 230 people.

Hillyard's minority population is below the city average and there seems to be little potential for a disproportionate impact to the minority population. On the preferred alternative 140 people are displaced between the Spokane River and Lincoln Road. In Hillyard approximately 4% of the housing is occupied by minorities resulting in a projection of about 6 minority displacements.

The federal Department of Health and Human Services (HHS) provides the following guidelines for defining low-income households. Household income (1996 values) less than \$7,740 for a household size of 1, or less than this amount plus an additional \$2,620 for each additional person in the household is considered a low-income household. WSDOT has applied the CDN data defined for the neighborhood(s) in projecting low-income populations. According to CDN data, 29% of the ECN is at the poverty line. This project will displace about 270 people of low-income within this neighborhood based on the above criterion. This estimate is based on the best available data. In Hillyard, 23 % of the population live below the poverty line (CDN data); resulting in 32 low-income displacements. About 24 % of the total people displaced by this project are considered of low-income. Spokane's Community Development Neighborhoods have 25% low-income and the city as a whole has 17% low-income.

## **Mitigation**

### *The Uniform Relocation Assistance Act*

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, amended in 1987, is implemented without discrimination and includes the following objectives:

- To ensure that owners of real property to be acquired for federal and federally assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in federal and federally assisted land acquisition programs; and
- To ensure that persons displaced as a direct result of federal or federally assisted projects are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and
- To ensure that agencies implement these regulations in a manner that is efficient and cost-effective.

### Residential Replacement Housing

A potential problem confronting owners and renters of lower cost housing is the current escalation of home prices and rental rates. Spokane's average home prices have increased dramatically since 1990, rising 15 percent between 1990 and 1991. Since that time, Spokane Association of Realtors sales information shows an average increase of 17.7 percent in the tracts for which information is available. ~~The loss of lower cost housing from project construction, particularly in the East Central and Hillyard Neighborhoods, would exacerbate these trends.~~ According to a representative of the Spokane Neighborhood Centers, the loss of affordable housing stock presents a real problem, particularly for renters. In a tight rental market, landlords ask applicants for credit information and references. Individuals who may lack a strong credit background or references find themselves with little or no choices in housing. Replacement low-income housing that would provide a permanent low cost supply may not be available in the market, given the continued increase in housing costs. However those families being displaced by the NSF who own their homes have shared in the dramatic increase in the value of their homes. Finding suitable replacement housing without loss of services, such as transit, is promising. Only areas within the immediate project vicinity were considered in tabulating the comparable available housing to that being displaced in the vicinity of the collector/distributor(See Table 4-36).

Homes for Sale					
Number of Bedrooms	1	2	3	4+	Total
Quantity	18	239	117	37	411
Homes for Rent					
Single Family	Apartments 10			Duplexes 8	
Information was supplied by the Spokane Association of Realtors. All homes were listed for sale for under \$75,000 during the week of October 11, 1996.					
The Spokane Valley listings were not tabulated.					

### Mitigation for East Central Neighborhood Single Family Displacements

**Table 4-36**

From the data available, it appears that there will be sufficient housing in close proximity to the East Central Neighborhood, where the greatest number of displacements occur, to accommodate all displaced families. It is assumed that the data is representative on an annual basis and can be extended to future years. Available housing for all other categories being displaced is more plentiful on today's market and it is therefore concluded that affordable housing stock will be available for all stages of the project and for all residential categories. The greater

Spokane region had over 2800 homes listed for sale at the time of this survey.

Of special consideration are the needs of the elderly and disabled. Although this project does not impact in a disproportionate manner any particular group of people the need to assist these two groups is recognized not only by WSDOT and other State agencies but also by the community as a whole. Support groups/agencies offering assistance to the elderly and disabled are the Senior Nutrition Agency, the Department of Social and Health Services(DSHS) and the Spokane Transit Authority(STA) to name a few.

The Senior Nutrition Agency includes Meals on Wheels and advisory services. DSHS offers a variety of programs and STA provides door to door transportation to those qualifying. These services and others are available anywhere in Spokane County. WSDOT relocation agents will help these displacees maintain access to these programs and apply for assistance through such programs.

Last resort housing is anticipated to be applied for some of the displaced elderly and disabled (see Housing of Last Resort below). Other mitigative measures will be explored on an individual need basis. These measures include but are not limited to purchasing a replacement dwelling, remodeling a replacement dwelling for handicap access, rehabilitating replacement housing to “Decent Safe and Sanitary” standards and purchasing a dwelling and leasing it to a displaced tenant.

The following Relocation Assistance Benefits are available **without discrimination** to all persons displaced by the project:

#### **Advisory Services**

All persons displaced by this project are eligible for Relocation Advisory Services. Such services include, but are not limited to: providing transportation necessary to secure replacement housing, assisting the displaced person in selecting replacement housing, filling out claim forms, and providing the person with continuing and current information on all available replacement housing.

#### **Moving Payments**

All persons displaced by this project are eligible for reimbursement for all reasonable, actual, and necessary moving costs. A person may either select a scheduled amount and move themselves or elect to have the WSDOT hire a commercial mover to pack, transport, unpack, disconnect, and reconnect all personal property to be moved.

#### **Replacement Housing Payments**

Homeowner-occupants who have occupied the residence to be acquired for at least 180 days prior to the date of the first written offer to purchase the property, are eligible for a number of monetary benefits in addition to relocation advisory services. All reasonable, actual, and necessary costs for moving personal property are reimbursable. Certain types of closing costs, loan fees, and increased mortgage interest associated with a new loan are reimbursable. The displaced homeowner is

also eligible for the price difference, if any, between the amount the agency pays for the displaced person's home and the asking price of the best available comparable property (as determined by WSDOT).

### **Ninety-Day Occupants**

Residential occupants who have occupied the residence to be acquired for at least 90 days prior to the date of the first written offer to purchase the property, are eligible for a number of benefits in addition to advisory services and reimbursement for moving costs. A rent supplement payment, representing the difference between the base monthly rental of the residence acquired by WSDOT and the rent plus certain utilities at a comparable available replacement rental property, is available. This amount may be applied towards the purchase of a replacement property, should the displaced person so desire.

### **Low-income Tenants**

To ensure that the problem of providing housing for low-income displaced tenants is addressed, an alternative method of calculating the rental supplement is used wherein the person's gross monthly income becomes part of the calculation. This method provides a payment that brings the cost of the comparable replacement property within the financial means of the displaced person.

### **Housing of Last Resort**

WSDOT is committed to using project funds to ensure that replacement housing is available to displaced persons. Federal and state laws require that no person can be required to move from his or her residence unless a comparable replacement property is available for sale or rent within the displaced person's financial means. The location and sale price or rent of the comparable property is made available in writing to the displaced person.

In the event that replacement housing is not available within the displaced person's financial means through application of any of the foregoing benefits, any number of other alternative solutions may be used. These alternatives, known as providing housing of "Last Resort," include, but are not limited to:

- Purchasing housing for the displaced person and renting or selling the dwelling at a price within the person's financial means.
- Renovating existing housing.
- Providing financing for homeowner-occupants with low-income and/or bad credit rating who have occupied their home for at least 180 days.
- Entering into partnerships with public or private agencies that provide housing for low-income persons.

### **Ninety-Day Requirement**

Residential occupants cannot be required to vacate their dwellings unless comparable replacement property has been made available within their financial means at least 90 days prior to the date upon which they would be required to vacate.

### **Executive Order No. 12898**

This document, published in Volume 59, Number 32 of the Federal Register on February 16, 1994, requires agencies to ensure that federal programs, policies, and activities do not allow for disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. Prior to right of way acquisitions, WSDOT will verify that the census data used in this document is reflective of the population mix at the time of property acquisition. Community Development Neighborhood data for the East Central and Hillyard Neighborhoods was used to verify and summarize the approximate number of displaced low-income and minority populations. Within the East Central Neighborhood about 930 of the 10,807 people living in households (1990 Census) will be displaced. With displacements to the minority population totaling about 230 (24.7%) based on data provided by SRTC; there is no disproportionate adverse impact. The low-income impacts displaced are also not considered by WSDOT as disproportionate impacts. WSDOT believes that compliance of the intent of this executive order has been achieved through the following efforts:

1. Involvement of the minority and low-income populations in the project has and will continue taken place (see Public Involvement chapter).
2. Impacts to these groups have been adequately defined and are not disproportionately high adverse impacts; (refer to all Environmental Consequences Impacts but in particular this Relocation section, and Noise, Air Quality, Community Cohesion and Visual sections)
3. Planning and commitments to mitigate impacts are satisfactory and applied without discrimination (refer to all Environmental Consequences Mitigation but in particular this Relocation section, and Noise, Air Quality, Community Cohesion and Visual sections)

Increased opportunity will be provided to minorities and persons with low-incomes to be involved in project planning, meetings, and document review.

### ***Business, Farms, and Not-for-Profit Organization Displacements***

WSDOT will work closely with displaced businesses, farms, and not-for-profit organizations to minimize disruptions caused by moving. WSDOT provides assistance in locating replacement sites, planning the move, and claiming benefits. Cooperation with public agencies or other organizations involved in the planning and economic development for the community is necessary to achieve this goal.



In addition to providing these and other advisory services, state law and WSDOT regulations provide certain monetary benefits to displaced businesses, farms and not-for-profit organizations, such as:

### **Moving Cost Reimbursement**

This category covers a wide variety of eligible reimbursable costs related to moving, including, but not limited to: disconnecting and reconnecting personal property, packing, moving, and unpacking all personal property required to be moved as a result of the state's acquisition; costs incurred in searching for a replacement property; costs incurred in changing invoices, business cards, and any other items requiring an address or telephone number change.

### **Reestablishment Costs**

This category covers a wide variety of eligible reimbursable expenses, such as the increased costs of doing business at the new location, modifications to the replacement property, new signing, and certain other expenses. This benefit is limited to a maximum total of \$10,000.

### **Fixed Schedule Move Option**

This option is available in place of all other moving expenses. It is based upon the net income of the business or farm (or the gross receipts less operating expenses for not-for-profit organizations). This benefit is limited to a maximum of \$20,000. It is particularly attractive to smaller organizations with a minimum of personal property to be moved.

Although state and federal regulations do not require that a comparable business property be made available to the displaced business, every effort shall be made to assist the business owner in finding a suitable replacement site and to move in a manner and time frame that will result in the least amount of down time and additional expenses.

### ***Lead Time/Staged Construction Schedule***

Each alternative, except the no-build option, will displace a large number of homes, apartments, and commercial building. Because this project has a 20-year, 6-phase construction schedule, it is probable that the lead time will be sufficient to complete the relocation process in an orderly, efficient, and humane manner. It is important to emphasize the statement made earlier with regard to displacement of residential occupants. No residential occupant will be required to move from his or her dwelling unless a comparable replacement property is made available at least 90 days prior to the date upon which he or she is required to vacate. In other words, if said comparable property is not made available to the displaced person, he or she cannot be required to vacate.

### *Minority Business & Employment Opportunities*

There are few minority businesses being displaced by construction of the North Spokane Freeway. WSDOT provides services such as those described in this section to all affected businesses without discrimination. The areas that displaced businesses could relocate; are described in the following sections.

#### *Commercial and Professional Office Properties*

Professional offices and office with warehouse businesses being displaced by the NSF have reasonable options for relocating in the Spokane market. Spokane has several Real Estate brokers specializing in these types of properties. Evidence of the availability of suitable office and warehouse space is found in local newspaper advertising. The Sunday, October 13, 1996 edition of the Spokesman Review contained 36 ads for office/warehouse properties with space ranging between 1,500 and 36,000 square feet. There were also 48 ads for retail-office space with a range between 500 and 7,000 square feet. The assumption is made that today's market is a fair predictor of what would be available in this region in the coming years. Increases in commercial zoning as various phases of the NSF are constructed is anticipated. Based on the staged construction schedule of this project, available replacement sites for commercial displacements and professional offices should be more than adequate.

Spokane's north side also provides opportunity for relocation in close proximity to sites displaced along the North Option Connection. A wye exists where US2 and US395 diverge. From that wye, in all directions, a commercial growth pattern exists with an increasing number of enterprises fronting each highway. WSDOT will very likely be able to locate suitable replacement sites for those commercial businesses from the first construction stages of the NSF in this area.

#### *Large Commercial and Industrial Sites*

Replacement sites for those businesses with need for parcels of several hectares can be found in the West Plains area and along the I-90 corridor in the Spokane valley.

The West Plains, has several large parcels zoned for commercial and industrial use that are for sale or lease. Today there are several parcels under development in the vicinity of I-90 exit 272, which interchanges with SR 902. New commercial facilities there include a major hardware distributor's warehouse and a large truck stop. This interchange is about 4 miles from the Spokane International Airport and about 9 miles west of the city center.

That part of the Spokane Valley within the I-90 corridor between Sullivan Road (exit 291) and Liberty Lake Interchange (exit 296) has numerous large vacant parcels both north and south of I-90. This area is zoned industrial. Currently the Sullivan Park Center, a 91.5 hectare (226 acre) retail mall, is under development at the Sullivan Interchange. This is a mixed use development north of the freeway which will include a hotel, office and industrial parks and other commercial

the east end of this corridor segment is the Meadow Wood Business Park. This commercial facility houses many light manufacturing companies including Hewlett Packard and has many sites still available.

Existence of these large multi-use sites does not preclude displaced businesses from relocating to Spokane's north side which is predominately zoned industrial.

## **Cultural Resources**

### **Studies and Coordination**

Research was conducted at the Eastern Washington University Library, Eastern Washington Historical Society Library, and Northwest Room of the Spokane Public Library. This included a review of photographs, documents, maps, and newspaper files, the R. L. Polk directories, Sanborn Insurance Rate Maps (1902 and 1910 updated to 1928 and 1950), 1912 Ogle Atlas, city of Spokane Landmarks Inventory (1977), and Hillyard Community Historic Resources Inventory (1991).

A land use survey of the alternative routes and impact areas was conducted during 1991. Those structures and neighborhoods identified through Sanborn maps, Polk directories, and the land use surveys were evaluated for integrity of original construction and design of individual structures, neighborhood or district context, and existence of comparable properties in the Spokane area.

The State Office of Archaeology and Historic Preservation (OAHP) was contacted to determine existing sites on the State and National Historic Registers. No properties were identified within the project area from these registers. Historical and photographic files of the Eastern Washington State Historical Society were reviewed to identify potential historical sites and provide background information on the history of the study area. The Spokane City/County Historic Preservation Office was consulted to identify historic sites that have been inventoried by the city, and to identify properties affected by the routes that might be of local historic significance.

Linette Miller, Curator for the Museum of Native American Culture, was consulted to identify Indian sites of cultural significance within the project area. The city of Spokane Landmarks Survey was researched for potential sites in the project area.

The data and findings of the 1991 study were augmented and expanded by a study contract between WSDOT and the Eastern Washington University in 1994-95. This study confirmed the historical findings of 1991 and greatly expanded the archeological research. The archeological effort involved both document investigation and two field surveys designed to cover the project area.

On the first investigation by Eastern Washington University (EWU), a total of seven kilometers (4.34 linear miles) or 117 hectares (292.72 acres) were surveyed for cultural resources. Along the Market/Greene Street alternative, survey areas consisted of the south option from Gerlach Road northwest to the sand pit in the NW 1/4 of Section 22, T26N, R43E. The survey continued just north of a private road south of the BPA Bell Substation at the section line between sections 16 and 21, west/northwest, and extended through Section 16 to Hawthorne Road. The areas